



1943



1972



THE BANG GANG NEWS LETTER

Published to perpetuate the memory of USS BANG (SS-385) and her Crew

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LCDR ROBERT L MILLER

MAY 10 1928-SEPTEMBER 16, 2023

COMMANDING OFFICER USS BANG (SS385)

MAY 1964-JULY 1966





FPO



This column is dedicated to all the letters we receive from you. Any info about yourself or others you want to share with your shipmates will be published here. Think of this as a combination of the bulletin board in the Crew's Mess and the IMC.

Hello Shipmates, friends and loyal readers!

Well another reunion has come and gone and it is near the end of another year! To say the reunion was a success would be a huge understatement. Due to the untiring work of our Vice-President Paul Schramm, who was also combatting some physical interludes, over 70 attendees enjoyed one of the best reunions in a long time. The Crown Plaza in Warwick was a fantastic venue. Close to the airport, comfortable rooms, a great on site restaurant, and friendly, helpful staff.

The weather was perfect, and for those of us Northern transplants, cool temperatures and real, honest to goodness, seafood! As usual, Tuesday and Wednesday were tour days, and again Paul outdid himself. Newport RI was our first day's outing. Our tour guide was very informative and we saw many interesting sights along the way. The highlight was visit to the Vanderbilt's "cottage" The Breakers. Built in the 1900's it was, and in some cases, still is the showcase of the mansions of Newport. A tour of the area around the town included homes of the rich and somewhat famous such as Jay Leno. We got to see the old fort, built to repel invaders, but never used. A quick stop for lunch in old down town area was enjoyable and afforded us a chance to taste real clam chowder. We ended the day visiting the SeaBees museum. As Navy veterans, we know about the Seabees, but we really don't KNOW about them. I didn't think I would enjoy the tour but it turned out to be one of the highlights for me. Our guide brought the history of the group from WWII on to the present day. We learned about the famous Quonset hut, named for Quonset RI and constructed and used to this day. WWII was, of course, the gist of the talk, as it should be. As soon as the Marines or Army landed, the Seabees were not far behind, constructing housing, kitchens, hospitals, fuel and ammunition dumps, and most important, airfields. Wednesday was a trip to our second home for two to maybe twenty years. US Navy Submarine Base, Groton, CT. If you haven't been there lately you won't recognize it. In fact, the only building I recognized was Dealy Center. Barracks have become admin centers, and the lower base where we spent many a cold mid-watch, is now off limits. Remember the days of "visiting boat?" ALL gone. Security is tight, and even Fusconi's "death by double starch" is gone...oh the horror! One interesting fact we were learned is that NLON has the second most transient training population in the Navy, second only to NRTC Great Lakes. We met many of the present day sub school students at a Pizza lunch after the tour and presentation, where they answered many questions and were very helpful and informative about this era's submarine force. It was a very good day, and thanks again to Paul for putting it all together. Dealing with Uncle Sam is always a "work in process" Thursday was banquet day, and a great meal, more seafood!, was had by all. Then our festivities. Tolling of the bell, and 50/50 raffle which this year was a record I think. It was donated to the slush fund, with great appreciation from all attendees. Well, with maybe one exception. (Just kidding) We all had a great time, and vowed to see each other next year.

One thing I have to mention, and it is about the next couple of pages, which are photographs of the reunion. Our duty Fuel King /Communication Specialist, "Doc" Dougherty and his lovely assistant Christina Ziesmer, had to leave early, so your intrepid editor stepped in. I am not a trained photog and my camera is one step above a brownie, so the pictures are not up to Doc's exacting standards, so my apologies. It is a good excuse to upgrade for next year. Hopefully Treasurer Cohen will approve my PO. So here are my photos, and when you speak of me, and you will, be kind. Enjoy!



MERRY
CHRISTMAS











The USS Utah BB-31 Pearl Harbor's Lost Battleship

The *UTAH BB-31* was a Florida Class battleship launched in 1909, and commissioned in 1911. Armed with ten 12 inch guns mounted on five turrets, she was the largest United States battleship at the time and one of the last coal powered ships of the line. Her early years were spent on the Eastern seaboard as Flagship of the Atlantic Fleet. However, her early days right before christening were marred by controversy. As we know, it is customary for the State of a battleship to give a ceremonial silver service to the ship. The *UTAH* was no different. The Governor of Utah presented the set, purchased from funds raised by Utah students, to the Captain upon commissioning. One problem according to the DAR, (Daughters of the American Revolution) was that the punch bowl had a raised likeness of Brigham Young. The ladies were not amused. The Captain upon hearing of this told the DAR, in no uncertain terms, where they could store their complaint.

UTAH's subsequent years were spent patrolling the Eastern Atlantic and the Caribbean, putting into the newly acquired Guantanamo Bay base. Then in April 1914, there was a emergency in Vera Cruz Mexico. The *UTAH* in company of several other Battleships, and accompanying destroyers, including my Grandfather's USS Monahan DD-32. Several on shore combat battles ensued and two of *UTAH's* sailors received Medals of Honor for their bravery under fire. The *UTAH* spent WWI on escort duty and destroyer screen along the North Sea.

UTAH, in 1932, due to the newly signed London armament treaty, became, along with the rest of the coal burners, obsolete and was redesignated as a target ship AG-16. She spent the rest of her time towing targets for cruisers and destroyers along the coast of California. She was assigned to Pearl harbor in the late 30's conducting target practice operations. During this time, one of the crew, Master Chief Yeoman Albert D. Wagner's wife gave birth to twins, Mary and Nancy. Unfortunately, Nancy was entangled in her umbilical cord and died. Chief Wagner had her cremated, and wanting her to be buried at sea, made arrangements for a minister to accompany the *UTAH* out to sea. The date for the ceremony to be performed, December 7, 1941.

The attack on Pearl Harbor lasted just over two hours, but *UTAH's* WWII action lasted one minute and thirty seconds. Two torpedoes hit her port side and she immediately started to take on water. In the engine room, Chief Water Tender Peter Tomich rushed to get his engine crew out, he succeeded, but lost his life in the process. He was posthumously awarded the Medal of Honor in 2006, the third *UTAH* sailor to receive the nation's highest military award for bravery above and beyond the call of duty. Nancy Wagner's urn is still on the remains of the *UTAH*. A memorial was erected over the wreck on December 7th 1951, the tenth anniversary of the attack. Chief Wagner, who survived the attack was asked if he wanted to retrieve the urn, he said "no, she is home now, and I'm sure the 6 officers and 58 men still on duty will take good care her." I'm sure Chief Water Tender Tomich will make sure of that.



The *UTAH* at flank speed



Chief Water Tender Tomich



UTAH Memorial Ford Island Pearl Harbor



Rendering Honors

Hello again Shipmates and loyal readers,

There will be no Lucky Bag this issue as we will have more pictures of the reunion, (whether you want them or not!”) So I’ll use this space to go over several other points and items that were brought up at the business meeting on the Thursday of the reunion.

First, how did you like the story about the Utah at Pearl Harbor? I plan to have a story or vignette every fourth quarter about the attack on Pearl Harbor, lest we forget. If you get a chance, email, write, or call me with your impressions. As for the business meeting we spoke about the future, and getting a couple of things resolved. First, finding a venue for the reunion. It is getting harder and harder to get a location that will allow us a hospitality room. As I have said before, with a hospitality room, we are depriving the host venue of their main money maker...liquor sales. This is the main reason that we were in Rhode Island instead of New London. I looked into Nashville, TN and most of the hotels I looked into would not provide a hospitality room, or if they did their room rate was astronomical! Then there is the all important job of hosting the reunion. In the past we have had several shipmates and their “Santa’s Helpers” do the heavy lifting. This year’s host was Paul Schramm, it was his fifth reunion and he said he has retired from the reunion business. Bravo Zulu Paul, rest your oar! Then speaking of location, where do we have it. The New London area is always a good choice, as many of our shipmates have retired there or the surrounding states. It is a doable drive for many or a short 1-3 hour plane trip. However, it leaves out a whole chunk of the country for those who might want to come, but can’t do to the lack of the preceding two parameters.

To help with this dilemma, we had several shipmates take a region and look into holding a reunion there. I took Nashville, another Washington State, another South Florida, and Southern Georgia. If anyone out there can think of somewhere we can hold a reunion, get in touch with me, or President Bill Fenton and present your case. Our names, email addresses, and phone numbers are on the masthead.

Speaking of the masthead, we have a new chaplain. Shipmate Lenny Sciuto has re-upped for another hitch as our Sky Pilot! He will be reinstating the Chaplain’s Corner in subsequent newsletters and I’m sure he will have many uplifting thoughts to share with us. In fact here is Lenny’s first installment:

Hello, Merry Christmas, Happy Hanukkah, and the happiest of holidays to all!

Here’s a question for the season: What really are the holidays?

In my opinion, the spirit of the holidays is the tenderness of the past, the courage for the present, and hope for the future.

Lord knows these words have a very special meaning in today’s world.

My very best wishes to all of you. May this season be the very best yet for all of us.

J. Len Sciuto

That concludes our programming for now. Everyone have a safe, and healthy holiday! I’ll see you next year at a typewriter near you!

Straight Board, Zero Bubble, and Bravo Zulu to all

Eric and his elves.





ROBERT W. MILLER USN VICE	ROBERT W. MILLER USN VICE	CLYDE "RED" MILLER EMCM, SS / DV TIRU, EDISON HADDOCK, DSRV-1 SSN STE	MIKE MOON MULLINS US ARMY VETERAN PURPLE HEART THE DRIFTER (MWSA) WRITER OF THE YEAR
LOPEZ DA V	RICHARD R. FICKEL SERVED 1950-1970 USS TRITON 1960 UNDERWATER CIRCUMNAVIGATION	RALPH W. GREEN EN3 AUXILIARY MAN JULY 64 TO AUG 65	RASHER AGSS-269 NAUTILUS SSN-571 I BLEED NAVY BLUE MY SUPPORT CREW MELANIE TUCK TATE
MAN 67 585 D 07	BRUCE W. BAY CS3 NAUTILUS SSN571 1968-1973	MARK S. MILLER SGC STE RED MILLER'S SON	JAMES D. SCHULTZ TM-2 USS BANG SS385
SSJ 196	PSC CHARLES GOWANS NAVY CHIEF, FY-07 NAVY PRIDE! USNR	JOSEPH ROSENBLUM EMCS RET NAVY WWII KOREA 586 PLANK OWNER SEE YOU LATER	THOMAS MCGUINNESS CDR USN RETIRED 1977-1997
	JOHN RODEARMEL MMCS(SS) 1963-1983 SS337 SS482 SSN585 SSBN609 SSBN609 HUSBAND DAD FRIEND	HAROLD W. BREMER QMC, USN, RETIRED WWII SUBMARINE VET	A FAMILY TRADITION CONNOR JAKE WYATT EMMETT MOM JIM
	TED ILLIES MMSS USS ROBERT E LEE USS BERGALL SSN667	ARTHUR F. GAST ELECTRIC BOAT 1955-56	USS DALLAS SSN 700 COMMISSIONED 18 JULY 1981



LOST AND FOUND



This page is dedicated to informing you of any additions, deletions, or corrections to our active roster.
It has been brought to our attention that the following shipmates have passed away and will be placed on Eternal Patrol.

**ROBERT L MILLER LCDR (CO 64-66)
JOSEPH HAMILTON JR. (EM 61-62)
PATRICK J MOORE (TM 67-68)**

**SINCE THE LAST NEWSLETTER THE FOLLOWING
PEOPLE HAVE GIVEN GENEROUS CONTRIBUTIONS
TO THE SLUSH FUND**

**MARV & JoANN CHRISTENSEN
ALAN THOLE
BOB BRIDLE
LEN SCIUTO
ISAAC COHEN**



**DIANE KANE
IN MEMORY OF BEN LAPORTE**



**THE KLEIN KLAN
IN MEMORY OF UNCLE ERNIE HALLMAN**

**COREEN COMEAU
IN MEMORY OF RAY COMEAU
PLUS A PROFOUND THANK YOU FROM IKE COHEN
FOR ALL THE GENEROUS CONTRIBUTIONS AT THE
2023 REUNION!**

**FOUND SHIPMATE
ROBERT J KISH, WOODSTOCK CT. YOB 1968**

ETERNAL PATROL



Robert L Miller-Commander Miller was called to his last deployment on September 16, 2023. He was the BANG's Commanding Officer from May 1964-July 1966. He was a member of the USNA class of 1951. His first tour of duty was with the destroyer USS Wiltsie (DD 716) serving through 1953. In January 1954, he reported to Officer Submarine School in NLON. He served on the USS TRUMPETFISH (SS-425) and then on the commissioning crew of the USS DARTER (SS-576) where he served as weapons and engineering officer. After shore duty from 1958-60, he joined the Special Projects staff of ADM Raeborn, USN which developed the Polaris Weapons System. It was during his shore duty tour, he met and married Marilyn Kramersmeier of Ledyard IA. In 1961, he was a member of the commissioning crew of the USS John Marshall (SSBN 611) and served as navigator on two deterrent patrols. Subsequent to his time as CO USS BANG (SS 385) LCDR Miller attained the rank of Commander. He retired from the Navy in 1973. The news of his passing came just before our 80th reunion. Several of the attending shipmates served under Capt. Miller, and all had great memories and kind things to say about him.

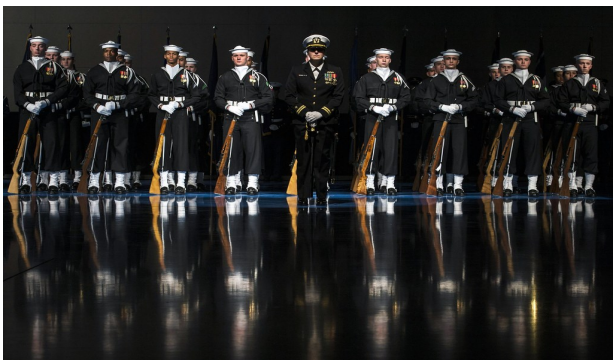


Joseph Hamilton Jr.-

Deployed on Eternal Patrol on October 2, 2023. He served in the US Navy from 1960-1966. He served as an EM on the BANG from 1961-1962. He also served on the USS Entemedor. He enjoyed RVing and visited 49 states, including Alaska. After Naval service he started his own company, Apex canvas Company, and retired in 2007.



Patrick J Moore- Deployed on eternal patrol on 24 September 2023. He served on the BANG from 67-68 as leading petty officer in the forward torpedo room. He was my, as well as several other surviving TM's leading PO, and what he didn't know about torpedoes hadn't been written yet. To watch him prepare a Mark 14 fish for a practice shoot was like watching a surgeon operate. He served 28 years in the Navy and besides the BANG, served on 10 other boats. The last being the USS Sculpin (SSN 590) where he was COB. After retiring, he worked at Electric Boat, and then opened his own Inspection Station business. A lover of old cars, he was a member of the Port City Mopar Car Club.







**EDITORS NOTE: I WENT ON AND ON ABOUT THE SEAFOOD IN THIS ISSUE
THAT I DECIDED TO SHOW SEVERAL SHIPMATES ENJOYING IT!**

Eric H. Ericson, III-Editor
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**FIRST – CLASS MAIL
FORWARDING SERVICE
REQUESTED**



PRAISE OUR MILITARY! - AND PRAY FOR THEM TOO.

